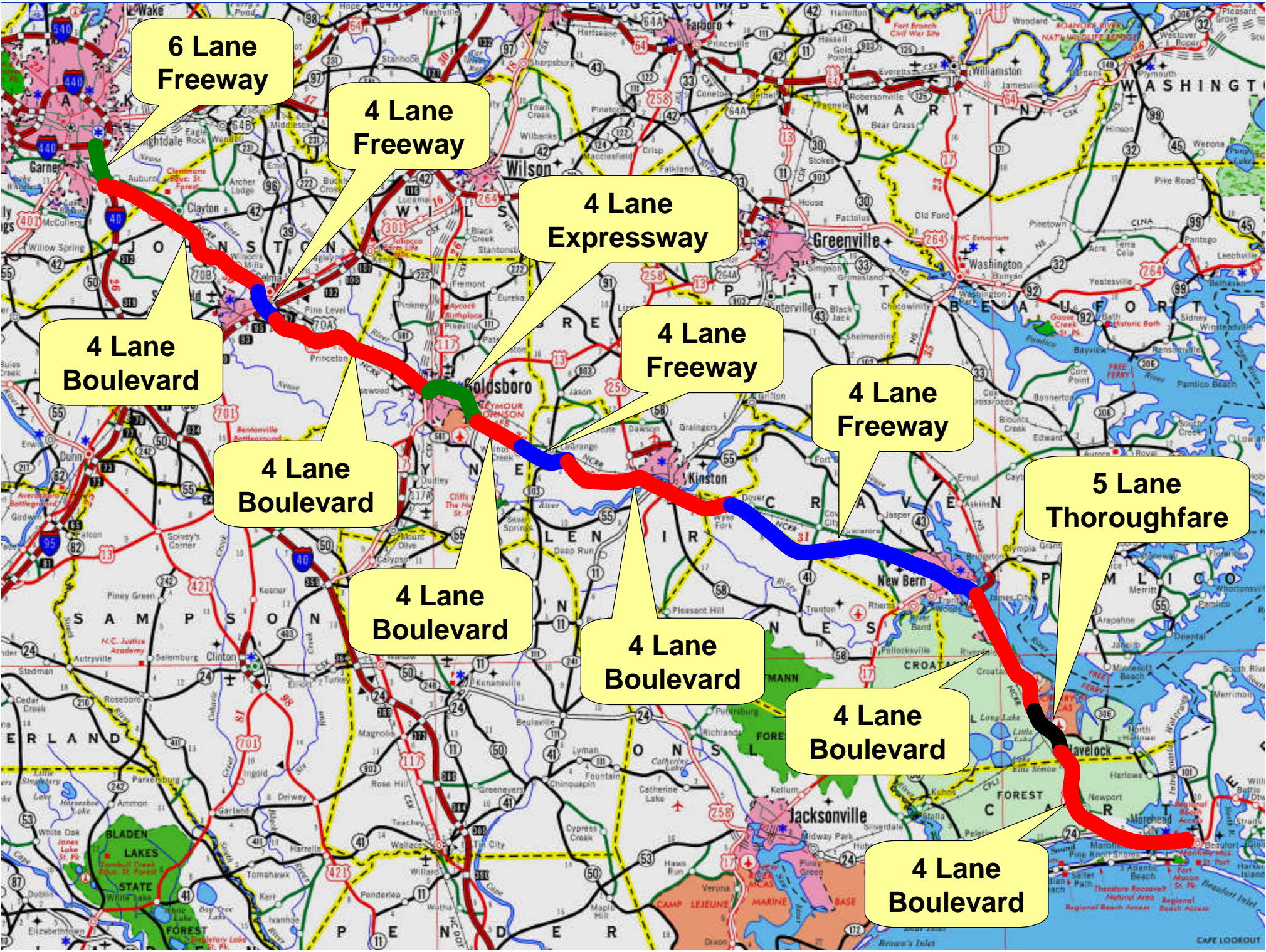




Strategic Highway Corridors

north carolina department of transportation





A map of North Carolina showing a route highlighted in red and blue. The route starts in the northwest near the Virginia border, passes through the Charlotte area, then through the Research Triangle, and continues south through the Piedmont and Coastal Plain regions. Callout labels in yellow speech bubbles identify various road segments along this route. The map includes major cities like Charlotte, Raleigh, Durham, Greensboro, Winston-Salem, and Jacksonville, as well as geographical features like the Roanoke River and various lakes.

6 Lane Freeway

4 Lane Freeway

4 Lane Expressway

4 Lane Boulevard

4 Lane Boulevard

4 Lane Freeway

4 Lane Freeway

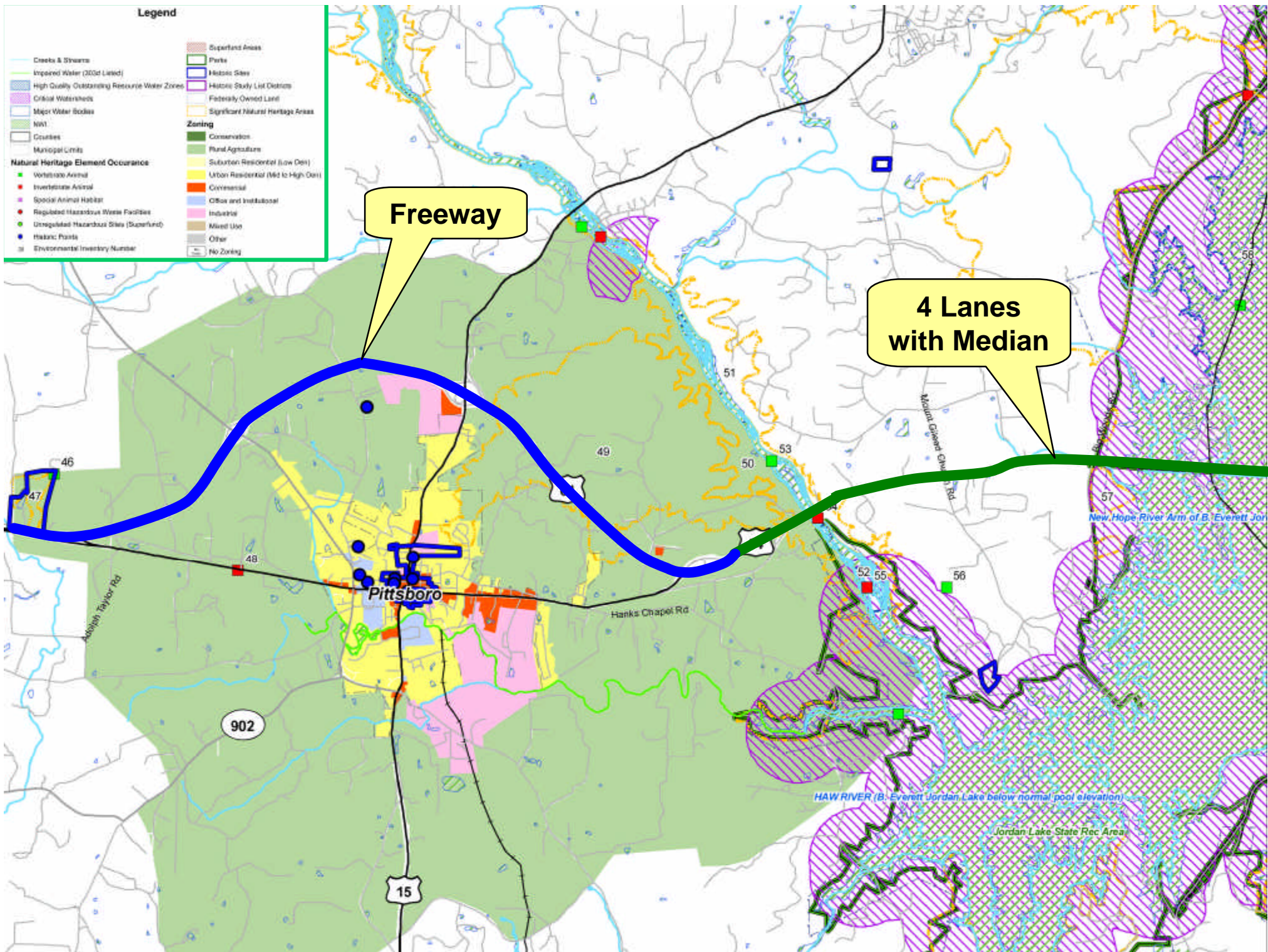
4 Lane Boulevard

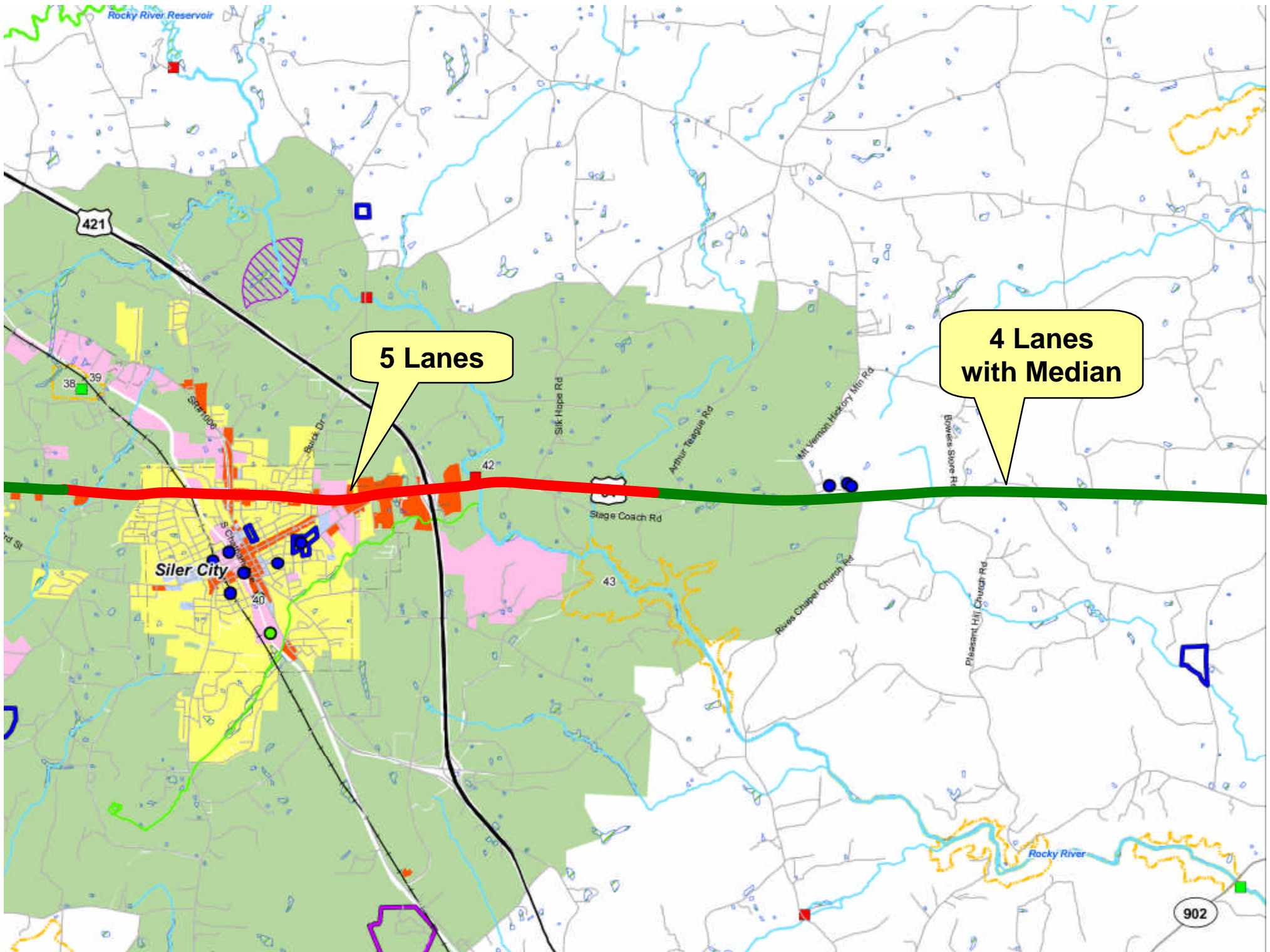
4 Lane Boulevard

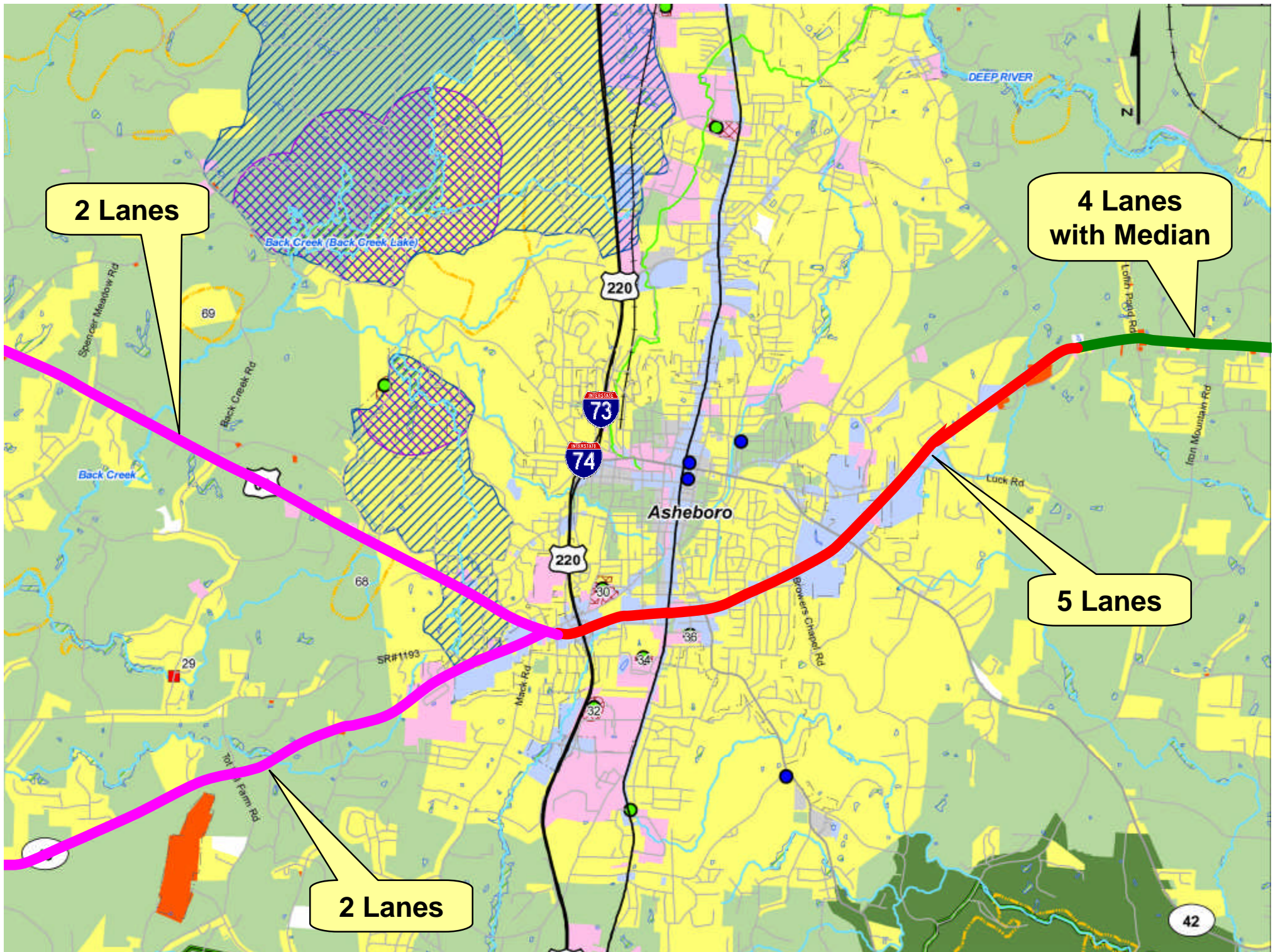
5 Lane Thoroughfare

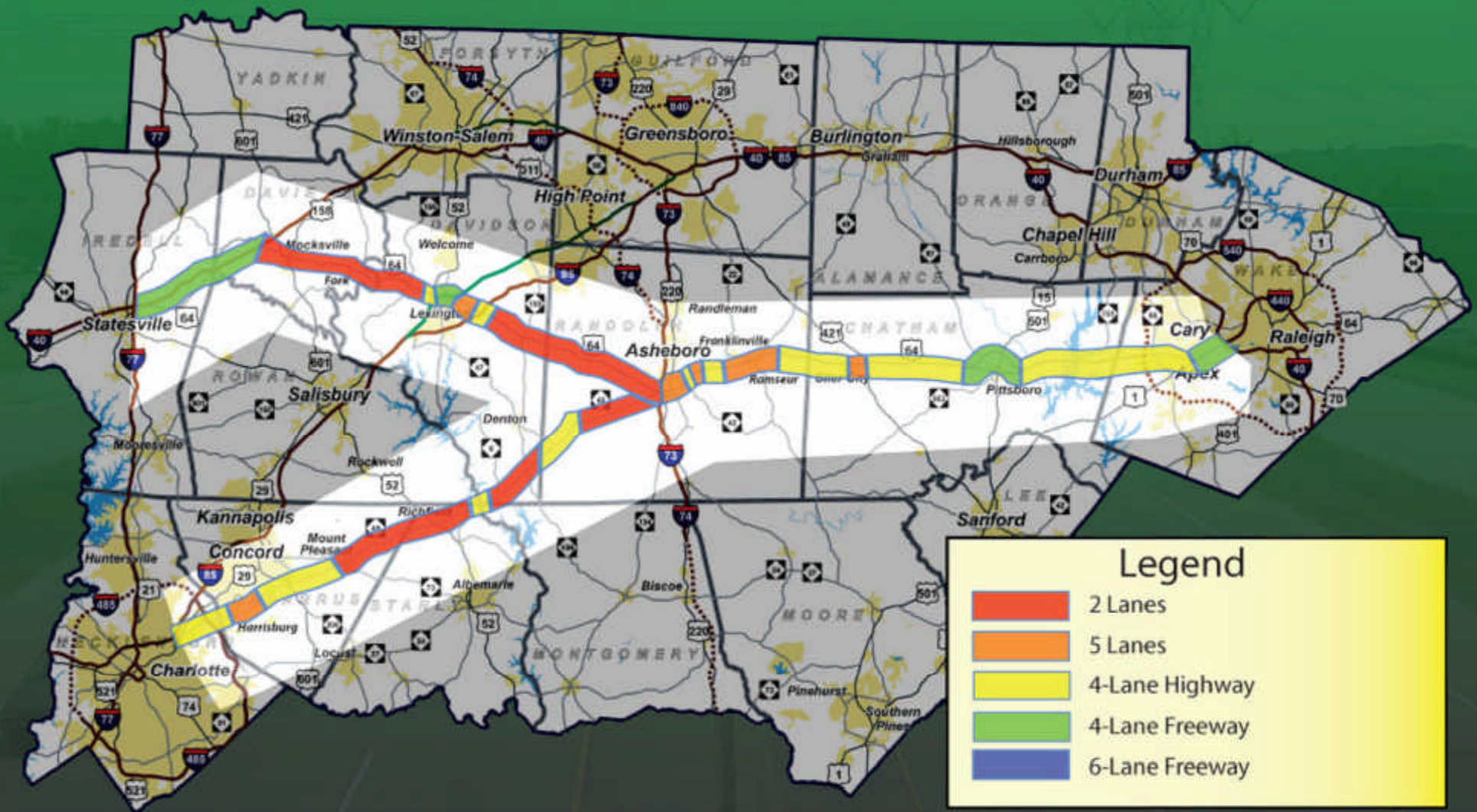
4 Lane Boulevard

4 Lane Boulevard









Strategic Highway Corridors

Mobility and Connectivity

Economic Prosperity

Environmental Stewardship

Mobility

The ability to move unimpeded, safely, and efficiently using a reliable transportation system (doesn't necessarily correlate with traffic volumes)



Mobility



Connectivity

The ability to travel to desired destinations (Activity Centers)



Foster Economic Prosperity

The ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed



Foster Economic Prosperity



Environmental Stewardship

Striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses



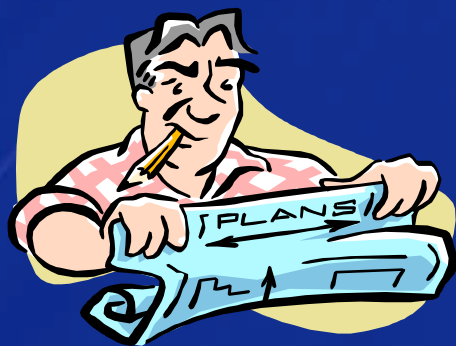
Strategic Highway Corridors??

“A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina”

Goals

Create a Network of High-Speed, Safe, and Reliable Highways

- Develop an Up Front Vision for each Corridor
- Affect Long-Term Decision Making
 - Funding
 - Project Planning & Design
 - Driveway Permits & Traffic Signals
 - Local Land Use



Transportation Benefits of SHC

- Safer and more Reliable Transportation System
- Higher Capacity
- More Efficient Movement of Vehicles

Access Management is a Critical Tool to help Achieve these Goals

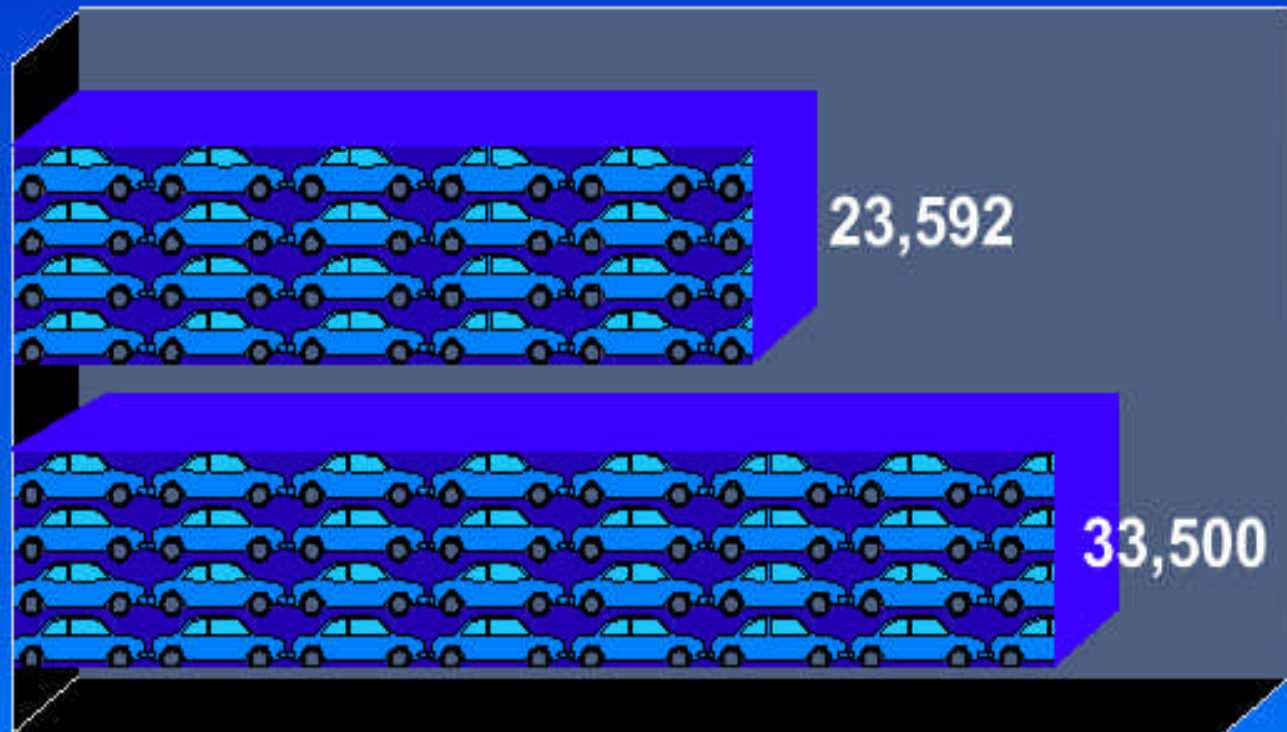


INCREASED CAPACITY



Access Management gives us room for almost 10,000 more vehicles a day*

**LOW
ACCESS
MANAGEMENT**



**HIGH
ACCESS
MANAGEMENT**

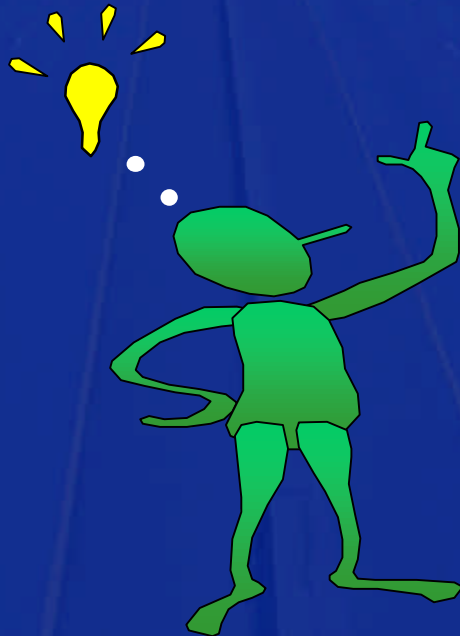
Maximum Daily Traffic at Level of Service "D" on 4-Lane Road

* Source: FDOT and 1985 Highway Capacity Manual

Corridor Selection

How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Public Involvement (Fall/Winter 2003/2004)
- Level of Subjectivity (Common Sense)



Objective Criteria

- **Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- **Connectivity:** Provides a Connection between Activity Centers
- **Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- **Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility

Other Factors

- **Hurricane Evacuation Route**
- **Cited in Prominent Report** (ex. Rural Prosperity Task Force Report)
- **Part of a National, Statewide, Economic, or Military Highway System** (ex. NHS or STRAHNET)



Activity Centers

Activity Centers Include:

- 17 MPOs



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people

Activity Centers

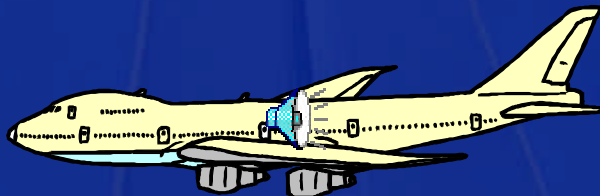
Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (7)



Activity Centers

- 17 Major Seaports
- Other Ports
- Major Airports
- Major Airports (6), Seaports (2), Intermodal Terminals (3)



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities
- Major Military
- Major Airports
Terminals (3)
- UNC System Universities (16)



Activity Centers

Activity Centers Include:

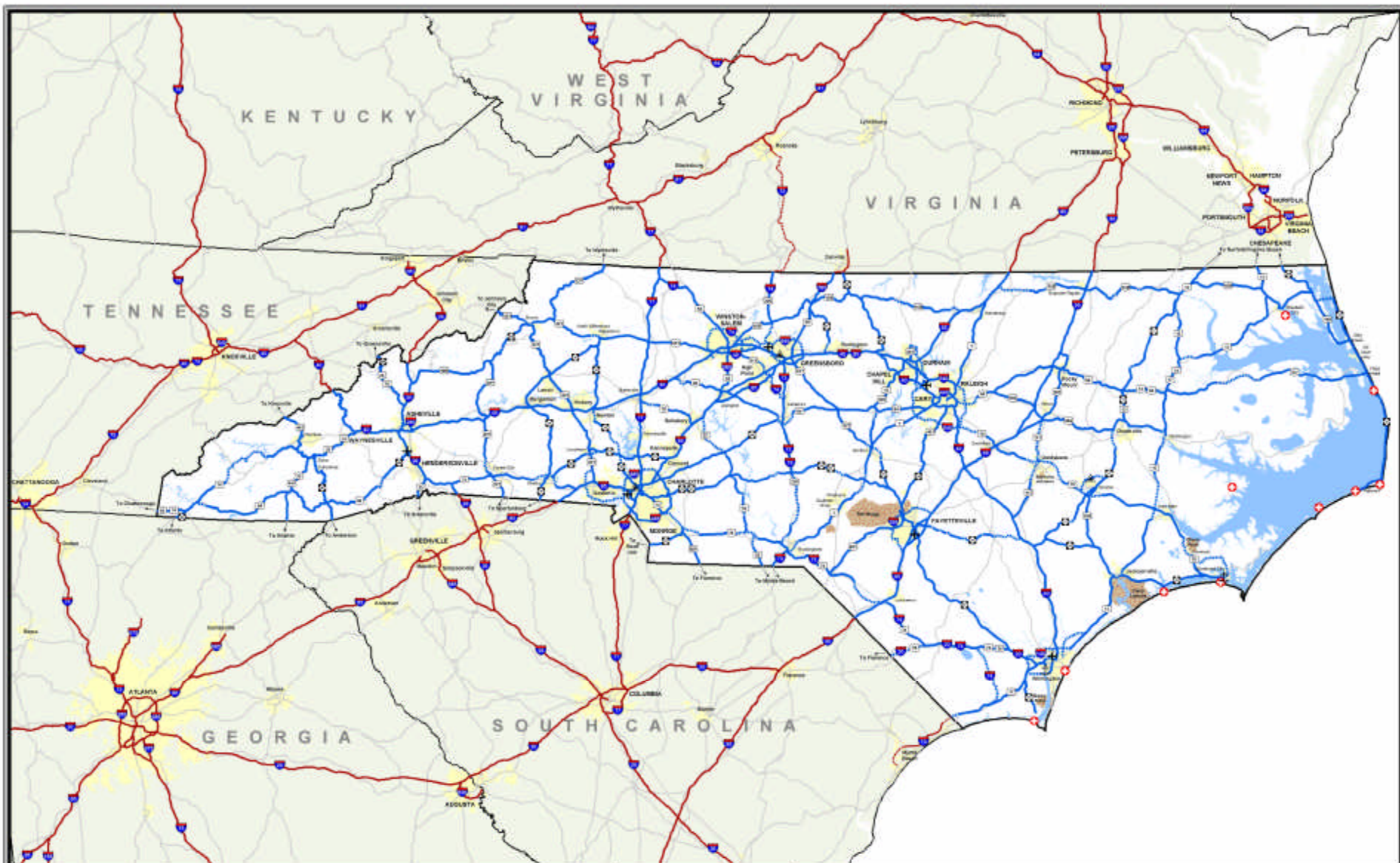
- 17 MPOs
- Other Cities with at least 20,000
- Major Military Bases (5)
- Major Airports (6), Seaports (4), and Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
- Trauma Centers (11)



Selected Corridors

Adopted by The North Carolina Board of Transportation
Plan Date: September 2, 2004



0 5 10 20 30 40 50 Miles

Prepared by:
The North Carolina Department of Transportation
Transportation Planning Branch

Base Map Date: March 26, 2004

Legend

Strategic Highway Corridors

- Existing
- - - Currently Planned on New Location
- Interstate
- US/Other Route

- ⚓ State Port
- ✈ Major Airport
- ⚓ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- Urban Area
- Water Features

Facility Types

**Developed Definitions of Different Facility Types
for all Strategic Highway Corridors**

**Primarily Based on Level of Access, Median,
Driveways, and Traffic Signals**

- Freeways
- Expressways
- Boulevards
- Thoroughfares

Freeways



- 55mph or Greater
- Minimum 4 Lanes with Median
- Access only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways
- Examples: I-40, I-95, US 264 between Wilson and Greenville, US 70 between Dover and New Bern



Expressways



- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Limited/No Driveway Access Encouraged
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
- Examples: US 70 around Goldsboro, US 117 north of I-40, US 220 in Rockingham County

Boulevards

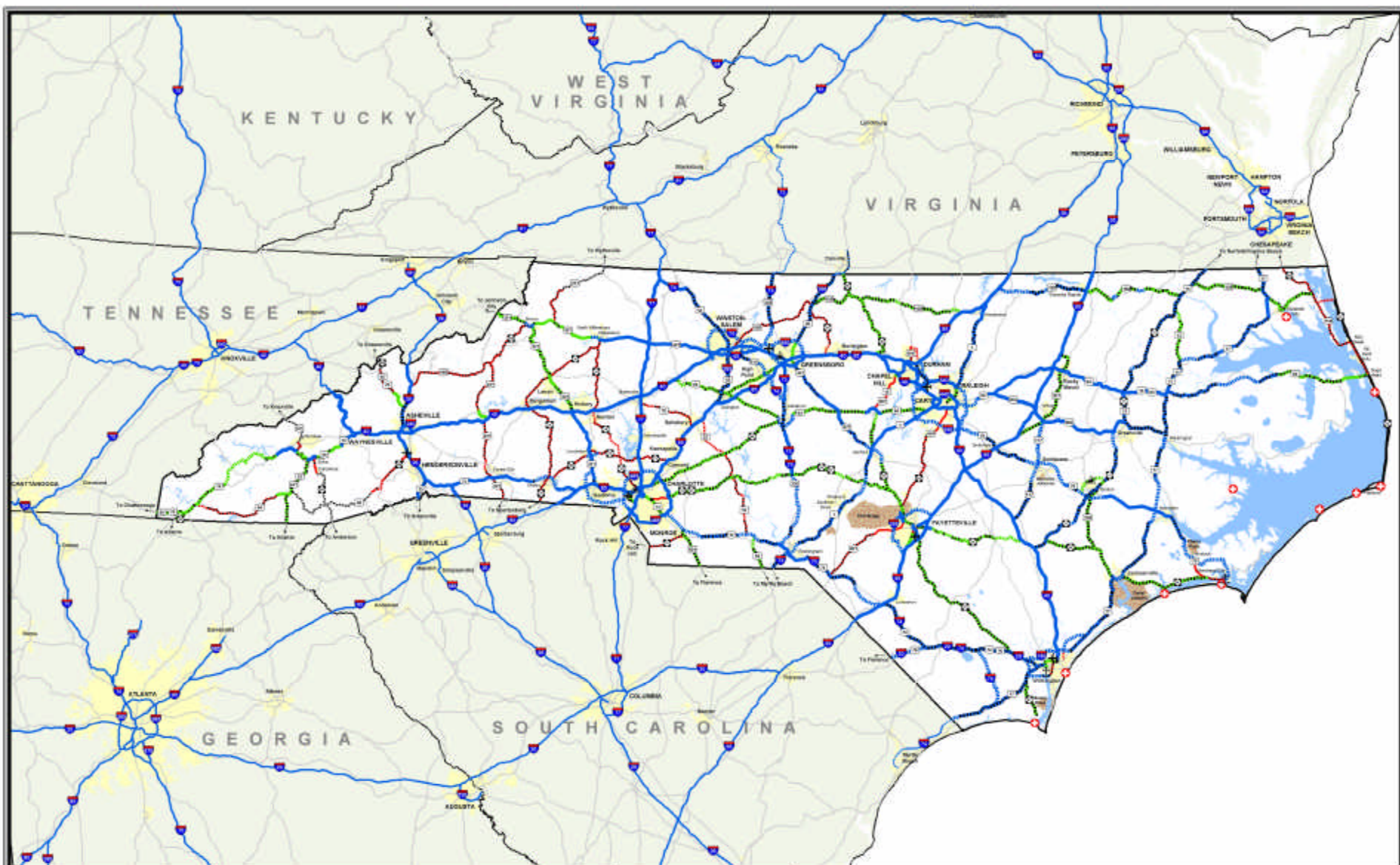


- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns
- Examples: US 70 between Clayton and Goldsboro, US 19/23 (Patton Ave) in Asheville, NC 55 (Holly Springs Bypass)

Thoroughfares



- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional
- 2, 3, 4, 5, and 7 Lane Facilities
- Examples: US 258 north of US 70, US 17 between New Bern and Washington, US 13 (Berkeley Blvd) in Goldsboro, US 158 East of Elizabeth City, US 441 south of Dillsboro



Vision Plan

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



0 5 10 20 30 40 50
Miles

Prepared by
The North Carolina Department of Transportation
Transportation Planning Branch
Base Map Date: March 26, 2004

Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

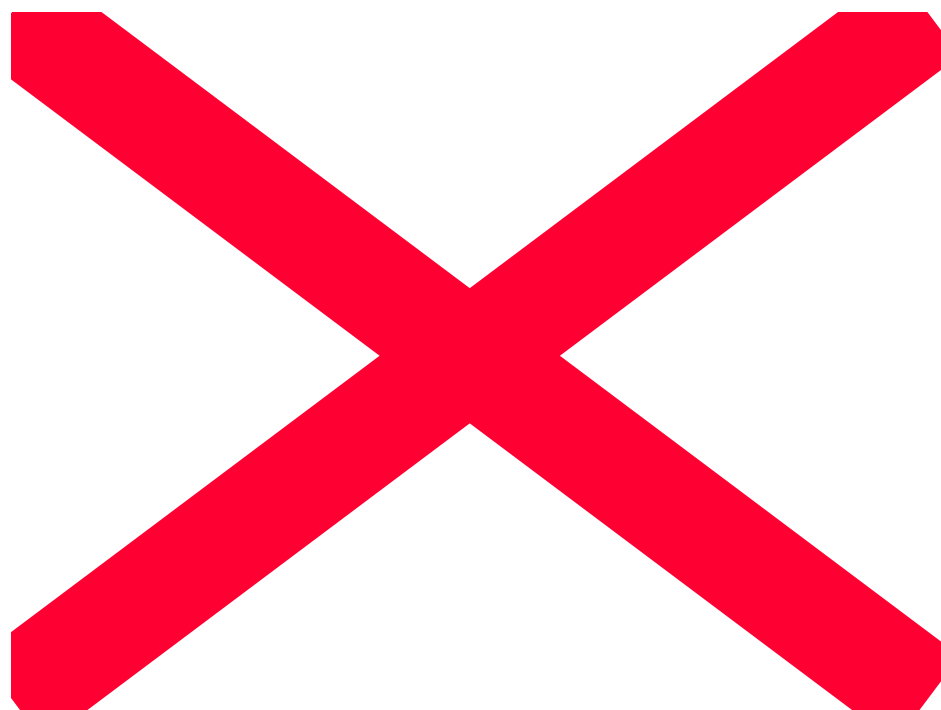
- Existing
- Needs Upgrade
- Recommended

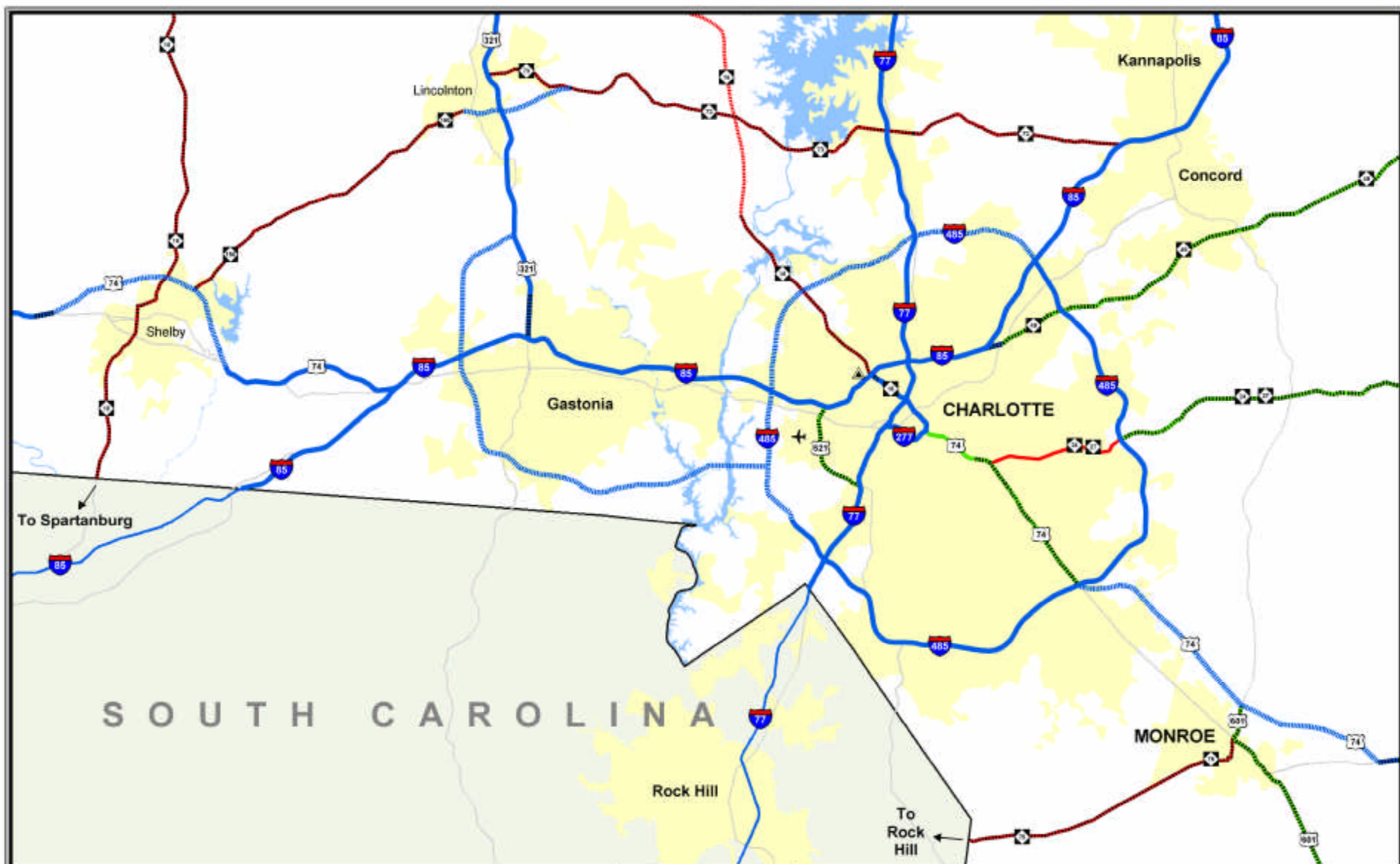
Thoroughfares

- Existing
- Needs Upgrade
- Recommended

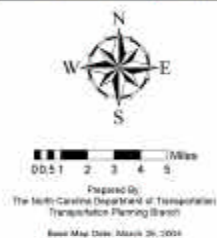
US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

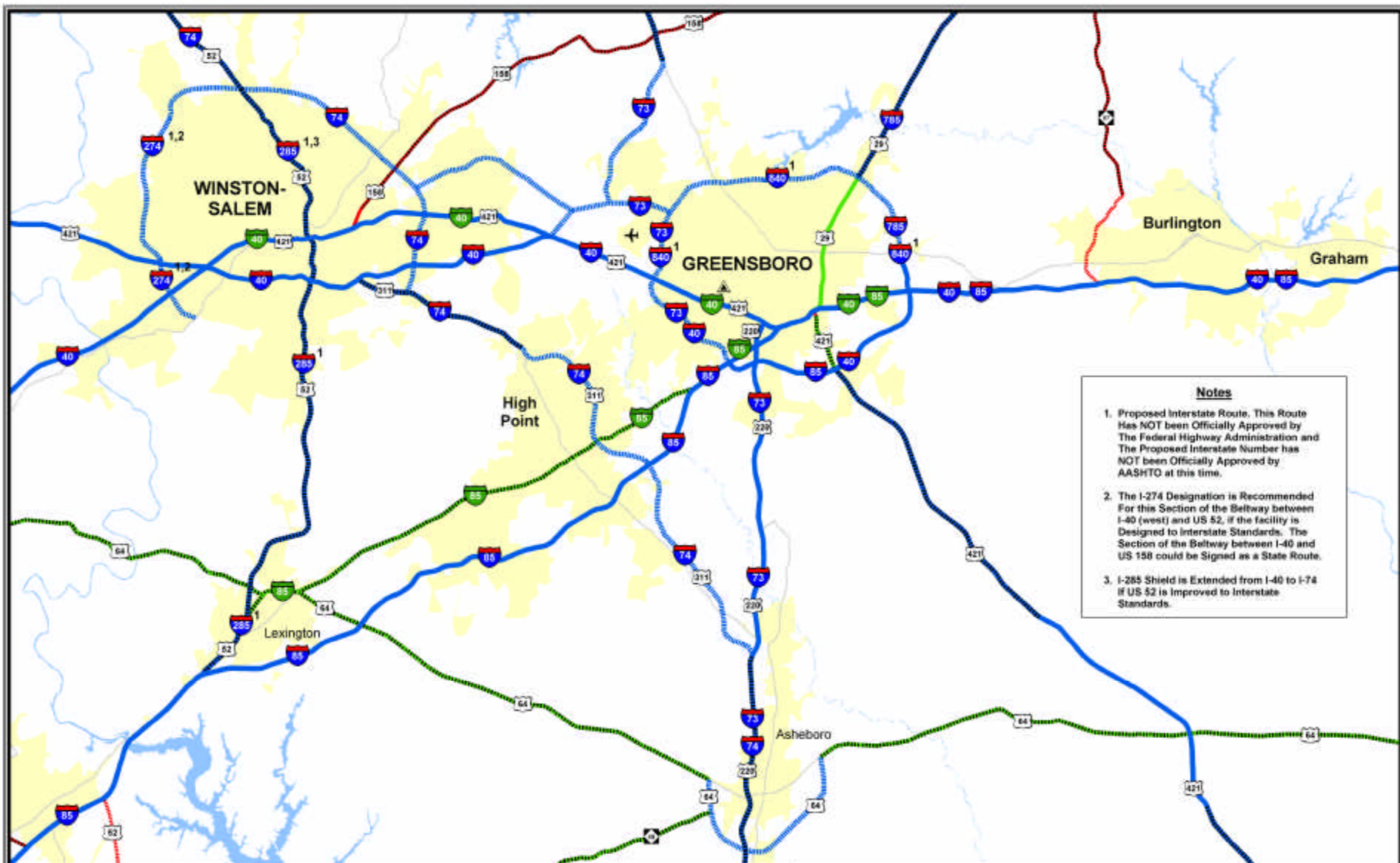




**Vision Plan
Metrolina Area**
Adopted by The North Carolina
Board of Transportation
Plan Date: September 2, 2004



- Legend**
- | | | |
|---|--|--|
| <p>Freeways</p> <ul style="list-style-type: none"> Existing (Solid Blue) Needs Upgrade (Dashed Blue) Recommended (Dotted Blue) <p>Expressways</p> <ul style="list-style-type: none"> Existing (Solid Green) Needs Upgrade (Dashed Green) Recommended (Dotted Green) | <p>Boulevards</p> <ul style="list-style-type: none"> Existing (Solid Red) Needs Upgrade (Dashed Red) Recommended (Dotted Red) <p>Thoroughfares</p> <ul style="list-style-type: none"> Existing (Solid Black) Needs Upgrade (Dashed Black) Recommended (Dotted Black) | <ul style="list-style-type: none"> US/Other Route (Thin Grey Line) State Port (Anchor Symbol) Major Airport (Airplane Symbol) Intermodal Connector (Crossed Lines Symbol) Coast Guard Station (Red Cross Symbol) Major Military Base (Orange Square) Urban Area (Yellow Shaded Area) Water Features (Blue Shaded Area) |
|---|--|--|



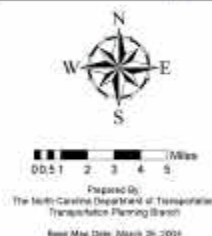
Notes

1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHTO at this time.
2. The I-274 Designation is Recommended For this Section of the Beltway between I-40 (west) and US 52, if the facility is Designed to Interstate Standards. The Section of the Beltway between I-40 and US 158 could be Signed as a State Route.
3. I-285 Shield is Extended from I-40 to I-74 if US 52 is Improved to Interstate Standards.



Vision Plan Triad Area

Adopted by The North Carolina
Board of Transportation
Plan Date: September 2, 2004



Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

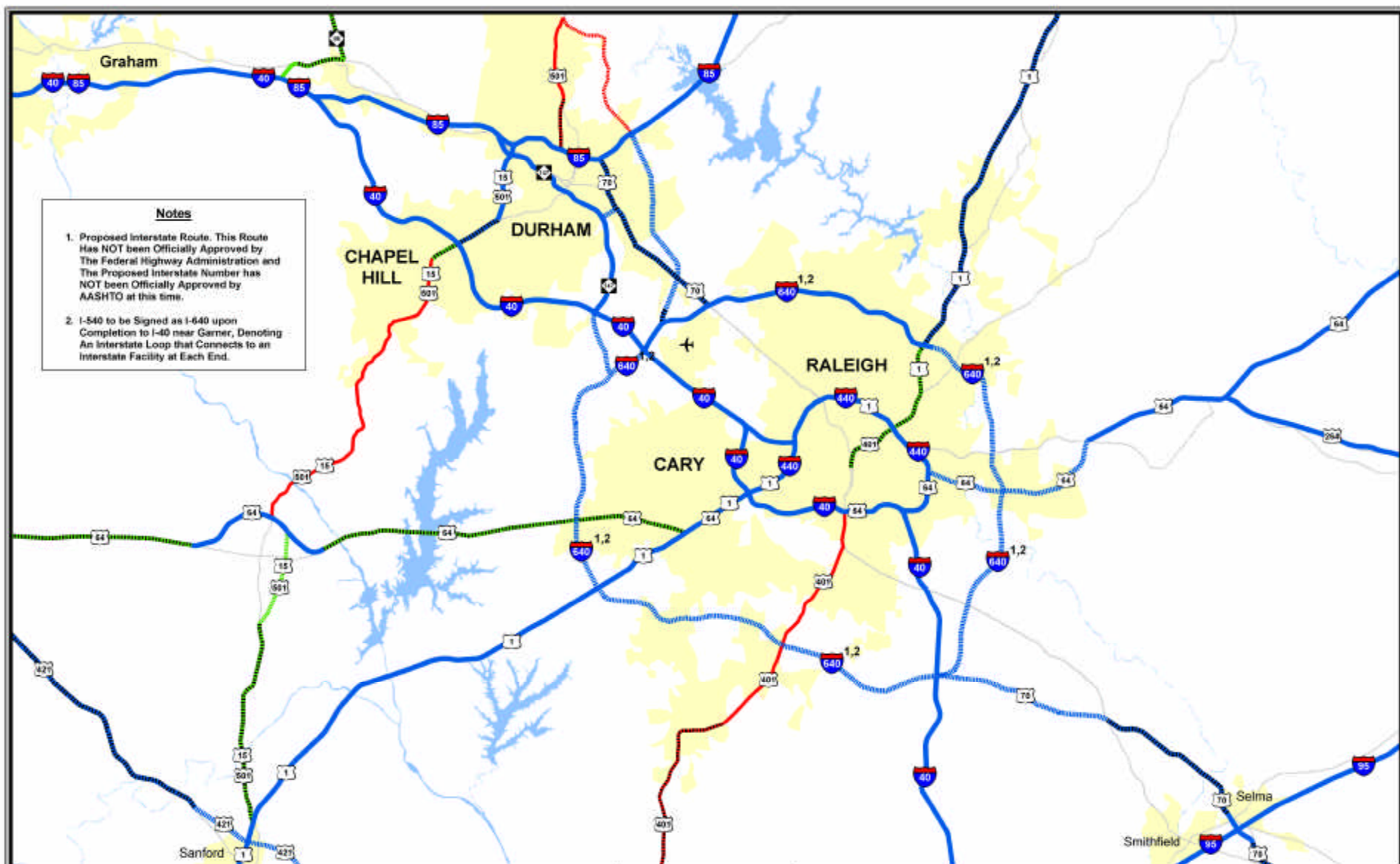
- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



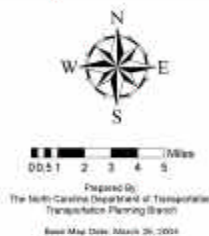
Notes

1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHTO at this time.
2. I-540 to be Signed as I-640 upon Completion to I-40 near Garner, Denoting An Interstate Loop that Connects to an Interstate Facility at Each End.



Vision Plan Triangle Area

Adopted by The North Carolina
Board of Transportation
Plan Date: September 2, 2004



Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

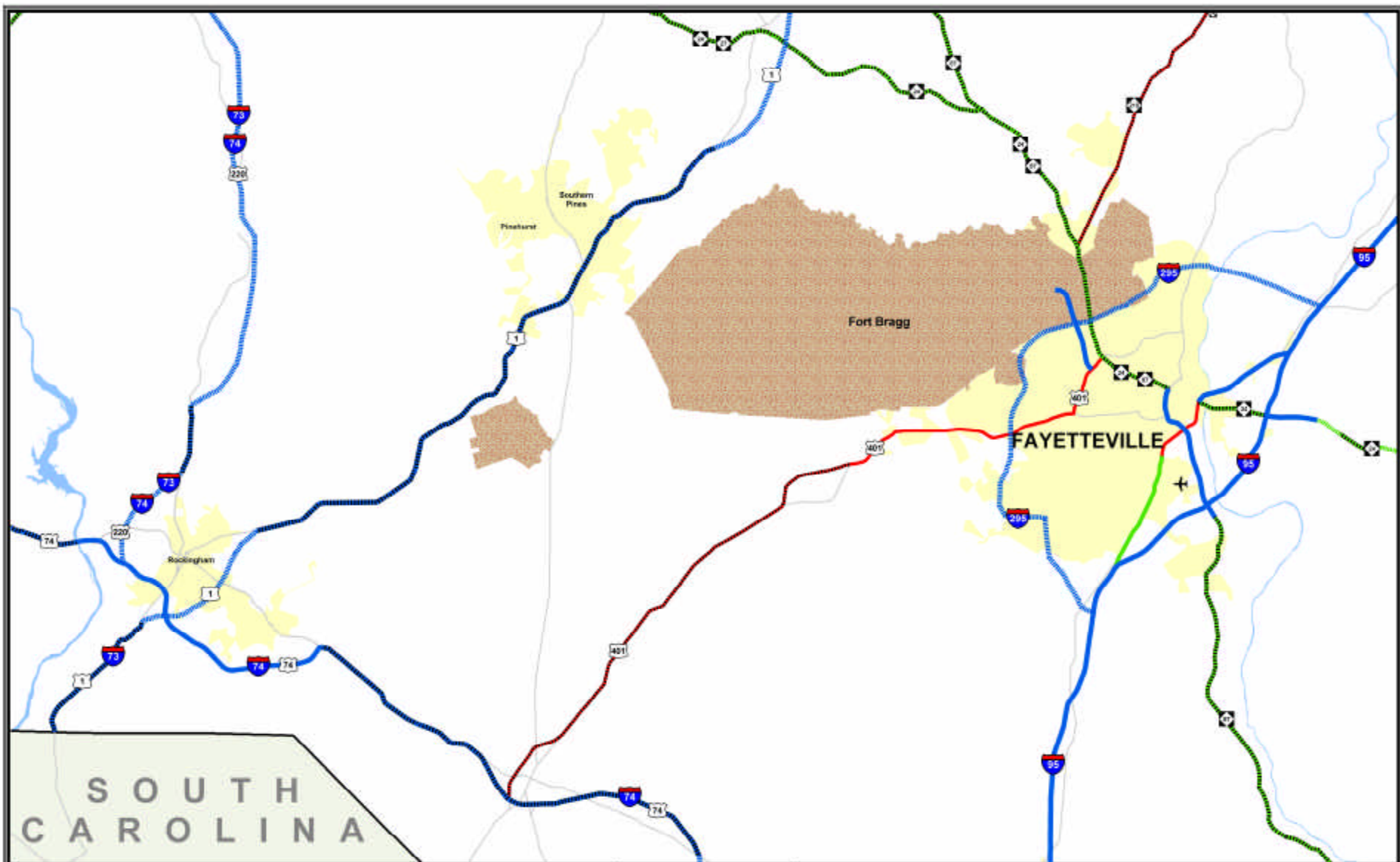
- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



SOUTH
CAROLINA



Vision Plan Fayetteville Area

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



0 0.5 1 2 3 4 5 Miles

Prepared By
The North Carolina Department of Transportation
Transportation Planning Branch
Base Map Date: March 20, 2004

Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

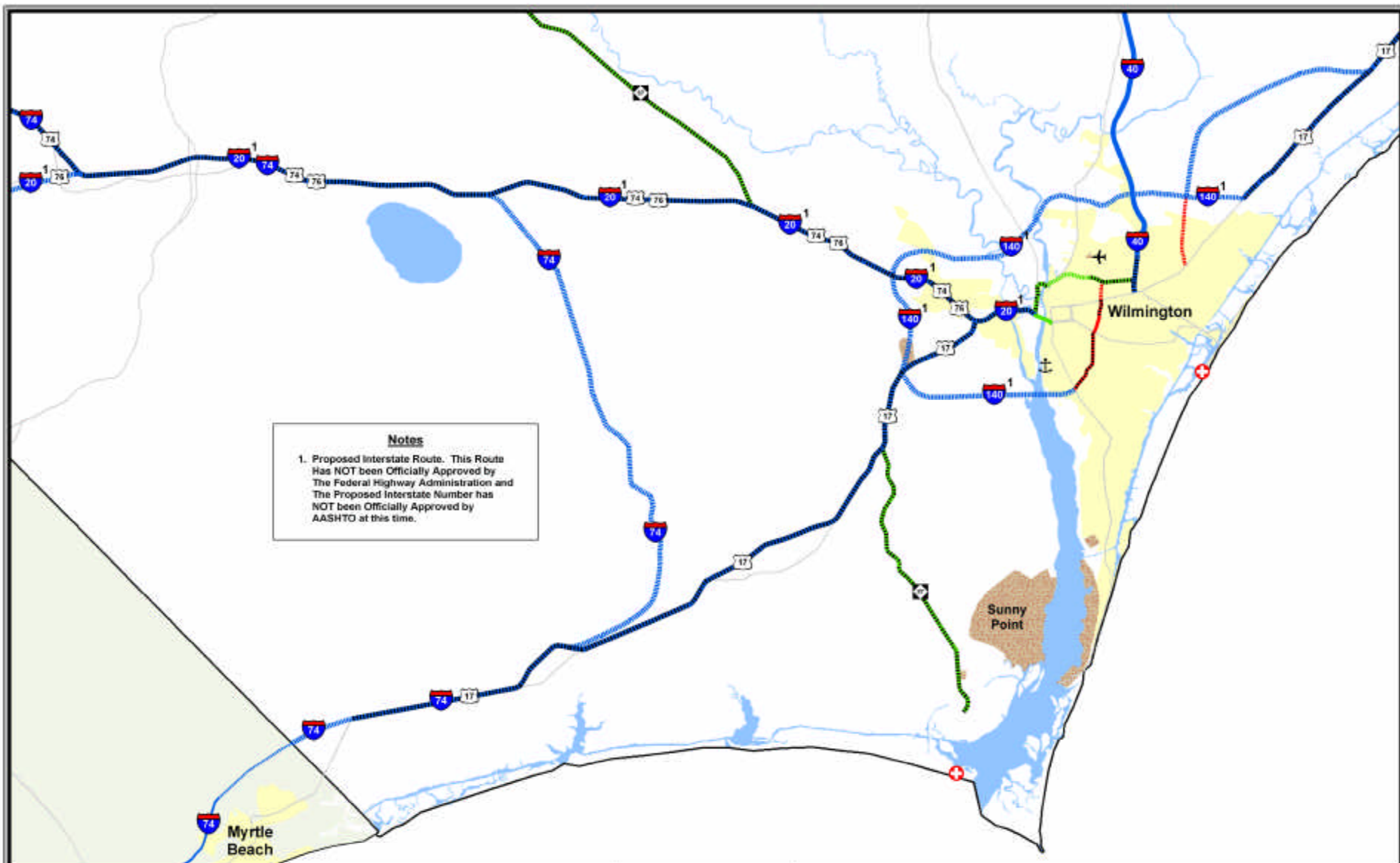
- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

US/Other Route

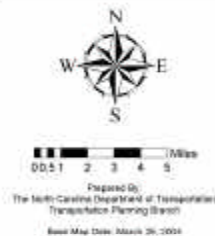
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



**Vision Plan
Southeastern NC**

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



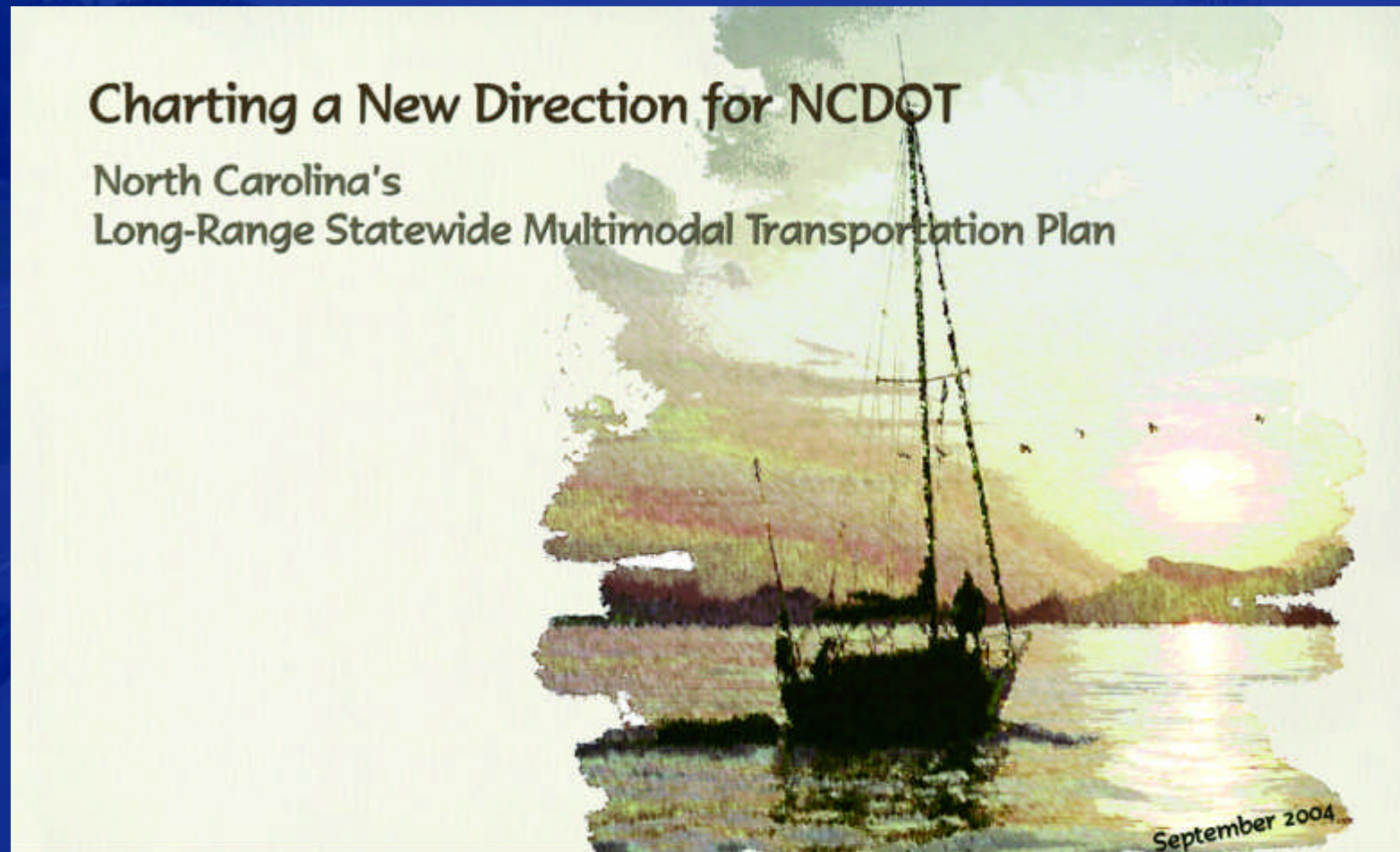
SHC Facts

- **Total Miles: 5,378**
- **Total Miles of Proposed Freeways: 3,149**
- **Total Miles of Proposed Expressways: 1,189**
- **Total Miles of Proposed Boulevards: 839**
- **Total Miles of Proposed Thoroughfares: 201**

Strategic Highway Corridors account for 7% of the State's Highway System, yet carry 45% of the Traffic!


SHC Adoption

**BOT Adopted SHC Concept as part of new
Statewide Transportation Plan in Sept. 2004**



Tri-Agency Policy Statement

Signed by DOC, DENR, & DOT in Dec. 2004



Strategic Highway Corridors
north carolina department of transportation

POLICY

It is the policy of the North Carolina Department of Transportation (NCDOT), in partnership with the North Carolina Department of Commerce and the North Carolina Department of Environment and Natural Resources to recognize and further study a set of Strategic Highway Corridors. These Corridors, as identified and described in the Strategic Highway Corridors Concept Report, articulate a new planning focus for North Carolina. They represent a tool to enhance the mobility function of critical highway facilities and provide an opportunity for each Agency to proactively partner with stakeholders and the public to consider long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational improvements.

The Strategic Highway Corridors concept represents the first major implementation step to be advanced under the update of North Carolina's Long-Range Statewide Multimodal Transportation Plan. Consistent with the Plan's 25-year investment direction, Strategic Highway Corridors recognizes the need to improve and maximize the use of a distinct set of existing highways. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation supportive of economic opportunities and environmental excellence.

Adopted by the North Carolina Board of Transportation September 2, 2004

PURPOSE

- Promote statewide economic prosperity and support the department's environmental stewardship goals
- Preserve North Carolina's taxpayer investment in critical highway corridors
- Enhance major corridor mobility within and to destinations just outside North Carolina
- Enhance connectivity of intrastate and interstate travel
- Partner with stakeholders and all vested Agencies to create an up front vision for each Corridor
- Identify a desired facility type for each Corridor as Freeway, Expressway, Boulevard, or Thoroughfare
- Influence Systems Planning, Funding, Project Planning, Design, Access Management, and Local Land Use decisions along Corridors to achieve broader goals

DEPARTMENT OF TRANSPORTATION
NCDOT

DEPARTMENT OF COMMERCE
NCDOT

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
NCDENR

Walter R. Roper
Secretary of Transportation

John J. ...
Secretary of Commerce

Robert ...
Secretary of Environment and Natural Resources

William ...
Secretary of State

Implementation

Multi-Agency Partnership Focus Areas

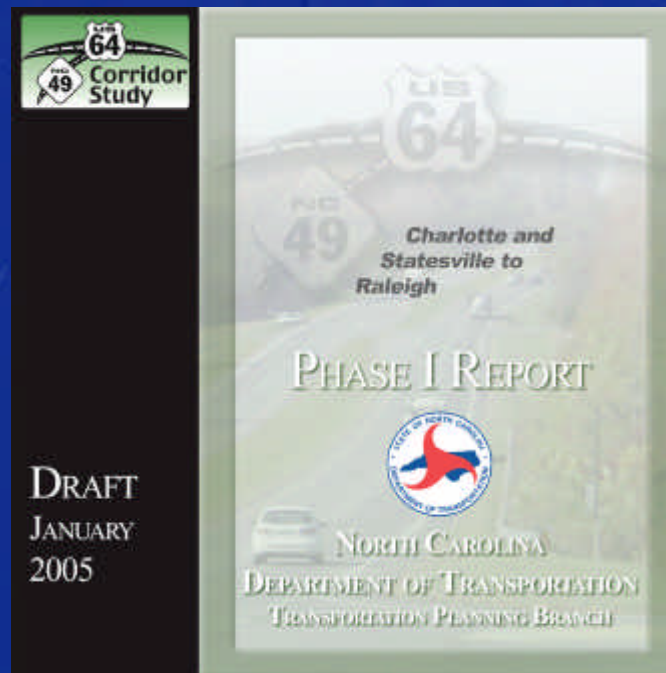
- Education
- Project-Level Decisions
- Systems-Level Analysis and Studies
- Land Use Decisions
- Corridor Protection

Education

- Collectively Develop Outreach Plan
- Continuous
- Sensitive to unique cultures of all partners

Long-Range Planning

- Develop/Define Corridor Studies
- Partners should be involved from Beginning
- Study Outcomes to Future Projects



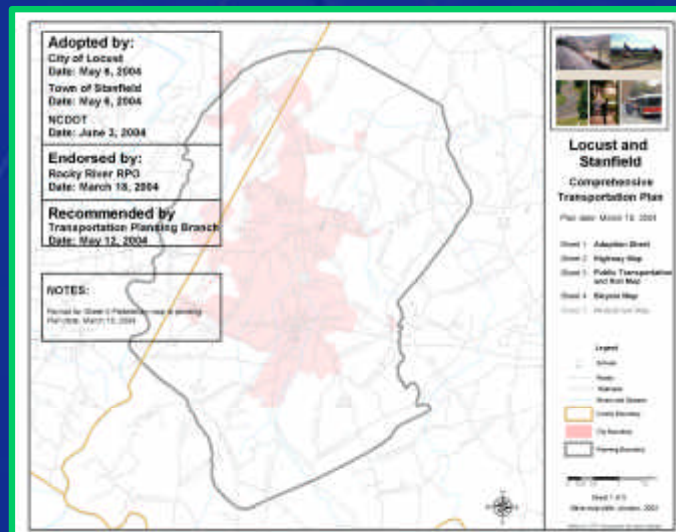
Corridor Studies

A "Master Plan" for the Entire Corridor



Relationship to CTP

- Think of SHC Vision Plan as Highway Element of CTP for the State
- Highway Element of Local CTP should include an Agreed upon Solution for Achieving the Vision along SHCs in the Area



Project Planning and Design

- Support Goals of SHC concept
- Purpose & Need includes importance of the Highway as a Strategic Highway Corridor
- Alternatives Analysis includes Proposed Vision

Project-Level Decisions

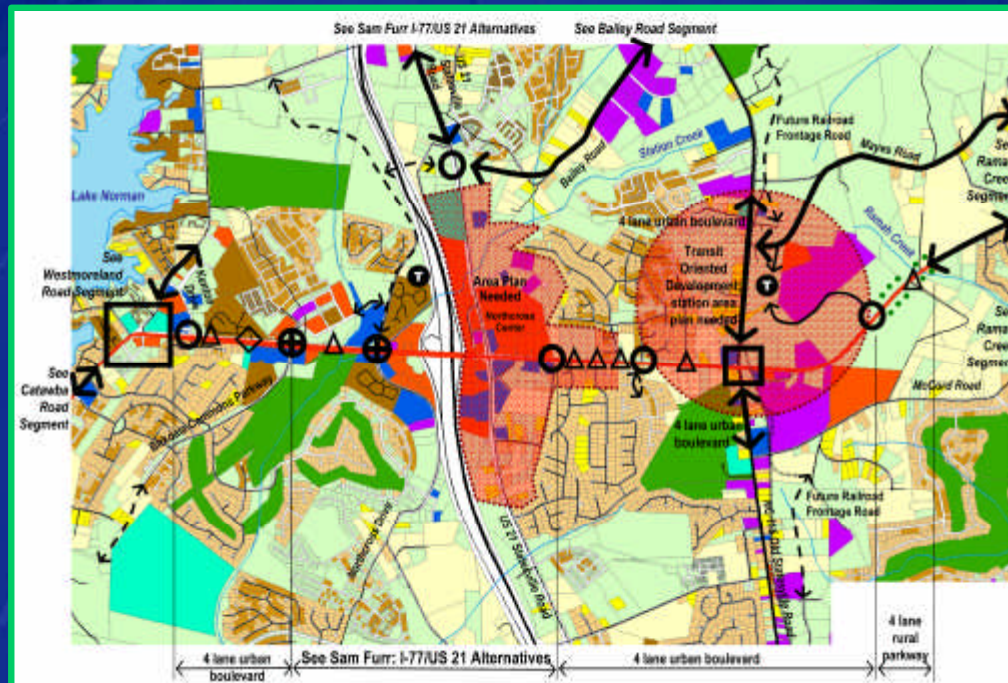
Incorporate SHC Vision into Planning and Design Processes (TIP Projects, Transportation Plans)

Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs



Land Use

- Consistent and Compatible Decisions
- Indirect and Cumulative Impacts Analysis
- State and Local Agreements



Corridor Protection

- Needed to Help Achieve Corridor Vision
- Develop Tools, Techniques, & Strategies

Corridor Access

- Closer inspection of Driveway Permits
- Closer inspection of Traffic Signals (Look for Alternative Solutions)





Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.



Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.

Current Activities (TIP)

SHC Projects are noted in Final 2006-12 TIP

Reviewing TIP Projects to see how to best achieve the SHC Vision (193 projects). Includes Examining:

- Interchange Configurations
- Control of Access
- Medians/Crossover Movements
- Traffic Signals
- Driveways



Current Activities

- Held SHC Summit on April 20th to discuss SHC Concept with Partners
- Beginning Education Process
- Just Completed US 64/NC 49 Corridor Study
- Finalizing US 17 Corridor Study
- Finalizing SHC Concept Development Report

Q & A

Q: Will this Concept affect How Projects are Prioritized?

A: No. The Concept is Primarily a Tool to make Good and Consistent Decisions along these Corridors

The Future?

Notice
Anything
Missing??

The Future?



The Future?




NCDOT, Projects, Strategic Highway Corridors - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Reload Home Search Favorites Media Print View Source

Links SHC SHC-New NCDOT Directory

Address http://stage.dot.state.nc.us/test/DOT/planning/statewide/SHC/ Go



SHC HOME

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NCSMARTLINK

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north carolina department of transportation

>>

☐ What's New

☐ Overview

☒ Concept Development

☐ Vision

☒ Corridors & Studies

☒ Public Involvement

☐ Documents

☐ FAQ

☐ Links


☒ Access Management

☐ Statewide Transportation Plan

☐ Transportation Planning Branch Home

HOME

Strategic Highway Corridors



I-40 AND I-85 IN ORANGE COUNTY

☐ What's New

☐ Overview

☐ Concept Development

☐ Vision

☐ Corridors & Studies

☐ Public Involvement

☐ Documents

☐ Frequently Asked Questions (FAQ)

☐ Links

☐ Access Management

The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

Internet

NCDOT, Projects, Strategic Highway Corridors - Microsoft Internet Explorer

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Address <http://stage.dot.state.nc.us/test/DOT/planning/statewide/SHC/> Go

Strategic Highway Corridors

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north carolina department of transportation

HOME


<http://www.ncdot.org/planning/tpb/shc/>

☐ Vision

- ☐ Corridors & Studies
- ☐ Public Involvement
- ☐ Documents
- ☐ FAQ
- ☐ Links
- ☐ Access Management

☐ Statewide Transportation Plan

☐ Transportation Planning Branch Home



I-40 AND I-85 IN ORANGE COUNTY

The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

- ☐ What's New
- ☐ Overview
- ☐ Concept Development
- ☐ Vision
- ☐ Corridors & Studies
- ☐ Public Involvement
- ☐ Documents
- ☐ Frequently Asked Questions (FAQ)
- ☐ Links
- ☐ Access Management

Internet

Questions?

